25X1

4 November 1963

MEMORANDUM FOR: Deputy Director (Science and Technology)

SUBJECT : Daily Activity Report - 4 November 1963

1. ARGON Mission 9059A: Recovered at 03/1939 EST. Successful air snatch; capsule dry. 25X1

[redacted]

3. BRASS KNOB: Mission 3764 recovered 01/1252 EST. No reaction. Saturday mission was canceled. Mission 3765 recovered 03/1304 EST. No reaction. Both missions carried normal camera and film.

25X1 [redacted]

6. OXCART Flight Status - 1 November:

a. Aircraft #127 made Flight #12 for a duration of 46 minutes. Maximum altitude was 63,000 feet, and speed at Mach 2.03. Purpose of flight was "operational pilot proficiency." Aircraft #127 is the second J-58-engine configured aircraft which has been turned over to [redacted] for Detachment pilot training. Aircraft #125 is the other J-58-engine configured aircraft under the control of [redacted] 25X1 25X1

b. Aircraft #122 (flight test-instrumented aircraft) made Flight #34 for a duration of 55 minutes with a Lockheed pilot at the controls. Maximum altitude was 72,800 feet

NRO review(s) completed.

and maximum speed was Mach 2.48. Purpose of flight was "aircraft performance check and photography of ejector flap operation."

7. OXCART Flight Status - 2 November:

a. Aircraft #124 (trainer) made Flight #158 for a duration of 1 hour and 23 minutes. Purpose of flight was "a functional check of aircraft and pilot-instruction check flight."

b. Aircraft #129 made Flight #4 for a duration of 40 minutes with a Lockheed test pilot at the controls. Maximum speed was Mach 2.51 and maximum altitude was 74,000 feet. Purpose of flight was "to test (first time) the Lockheed electronic inlet control in a fully automatic mode of operation." The test was successful. The first set of Lockheed inlet controls have been installed on aircraft #129 for flight test purposes. This Lockheed inlet control is a back-up to the [redacted] 25X1
25X1 [redacted] inlet control which is installed on all other A-12s and AF-12s.

8. OXCART Status Report: (See cable insert.)

9. GENERAL:

a. The 31 October visit to Perkin-Elmer and Itek and the 1 November visit to Eastman-Kodak by [redacted] 25X1
and Parangosky were successful in that all concerned agreed to supply representatives and participate in the research study effort outlined by [redacted] 25X1

b. [redacted] will visit [redacted] on 4 November and Lock- 25X1
25X1 heed on 5 November for the purpose of reviewing the status and performance of aircraft system requirements. He will also review the status of outstanding service bulletin modifications which have yet to be incorporated in aircraft at the test site.

SUMMARY A-12 FLIGHTS ABOVE MACH TO DATE

a. NUMBER OF FLIGHTS ABOVE MACH NUMBER INDICATED

Aircraft	Mach 2	Mach 2.2	Mach 2.4	Mach 2.6	Mach 2.8	Mach 3
#121	22	19	17	8	3	1
122	19	15	8	x	x	x
123	2	x	x	x	x	x
124	x	x	x	x	x	x
125	9	5	1	x	x	x
126	3	2	x	x	x	x
127	1	1	x	x	x	x
128	x	x	x	x	x	x
129	2	3	1	1	x	x

b. TIME (HOURS/MINUTES) ABOVE MACH NUMBER INDICATED

Aircraft	Mach 2	Mach 2.2	Mach 2.4	Mach 2.6	Mach 2.8	Mach 3
#121	5:03	3:37	1:36	:27	:08	:01
122	5:48	3:47	:47	x	x	x
123	:09	x	x	x	x	x
124	x	x	x	x	x	x
125	2:46	2:06	:35	x	x	x
126	:47	:26	x	x	x	x
127	:26	:03	x	x	x	x
128	x	x	x	x	x	x
129	:40	:26	:12	x	x	x

c. Kelly Johnson comment:

(1) The aircraft temperatures sustained thus far in flights are in very close agreement with Lockheed's predictions.

(2) To date there has been no evidence of malfunctions or other adverse effects of high temperatures in the flight test program.